

## Automobile News

## Three More Drivers Named

When the entry list for the Sixth Annual International Sweepstakes race to be held on the Indianapolis Motor Speedway May 30th, close at midnight May 1st, with thirty cars entered, there were three drivers who were not named, although the cars were entered. Since then it is rumored that one of these cars, owned by Harry Harkness of New York, will be driven by Jules DeVigne. The second Sunbeam car which was shipped from London for the Indianapolis race, is to be driven by an Italian, it is said, by the name of Aldo Franchi. Franchi asked for permission to show what he could do at the wheel recently and his performance was so successful that the driver of the other Sunbeam car, Josef Christensen, immediately engaged him for Indianapolis; for the Sunbeam team expects to make a cleanup with their British cars containing aviation motors.

The mechanic is the second fiddler in the cylinder orchestra on the Indianapolis Motor Speedway. The newspaper photographer is interested only in the man at the wheel, and if the car wins, the glory goes to the driver, even though the mechanic had a dangerous and important task—pumping oil, watching for signals, and a long list of tiresome duties. The names of these men are not popularly known as the names of the drivers, although many of these mechanics have been in every important race for years. It is a notable fact that in accidents the average for injuries is higher among mechanics than among drivers. This is said to be partly due to the fact that the driver has the wheel to keep him from being tossed from the car, or to protect him in case the car turns turtle; while the mechanic is exposed.

## DePalma's Car

Ralph DePalma, winner of the 500 mile race at the Indianapolis Motor Speedway last year, has wired the speedway officials for permission to enter his Mercedes car. Ralph says he has sold this Made-in-Germany car to Frank P. Book, a young Detroit millionaire, who has had some racing experience and wants to drive at Indianapolis in the sixth annual international speed battle. DePalma says: "I can recommend him as a capable driver." Right away, speculation is rampant. DePalma did not get his entry in before the opportunity closed at midnight May 1st.

Rigid physical tests must be passed by all entrants, for "Safety First" will be a practice as well as a slogan at Indianapolis this year. Following are but samples of a whole volume of rules that are necessary to make such an enormous undertaking as this race: Each car must show eighty miles an hour in an official speed trial of one lap of the track to be eligible. Speed trials will be held on May 26th and 27th. Cars shall start in the order of the time they make in the official speed trials; the fastest car starting in first place on next the pole. The racing will be conducted in the same manner, the fastest car receiving No. 1. In event of rain, the race will be postponed until Wednesday, May 3rd, or some subsequent date. Any driver, who in the opinion of the Speedway Management, does not show sufficient skill and judgment in the handling of his car to make him a safe factor in competition, shall be barred from the track. Any driver, who, on the day of the race, gives evidence of exhaustion or other physical incapacity, making him a potential danger to others on the course, may be barred from further competition. The status of his eyesight, heart action, blood pressure and general condition must have been approved by the Speedway Medical Committee at least before the contest. Steering wheel spiders other than steel or bronze will not be permitted. All chain driven cars must be equipped with chain guards. All parts of the car, with respect to safety, shall be subject to the approval of the Speedway Technical Committee.

The establishment of automobile reserve corps in every city of the United States, as factors in the present preparedness campaign of the United States, is urged by V. H. Hall, of the Olds Motor Works, of Lansing, Mich. "Our country has some four thousand miles of shore line to protect," says Hall, with the possibility of troops being landed at any point.

"The only possible way of successfully combating such an attempt would be to throw large masses of soldiers against any given point at short notice."

"With huge fleets of motor cars, such as could be mustered in almost any city of the United States, this could be done."

"General William L. Sibert, commander of the Pacific coast artillery and Captain H. D. Ryan, president of the Oldsmobile company of California, co-operated in the formation of a San Francisco automobile reserve corps and the staging of a series of maneuvers which gave every hope for the future."

"In one of the maneuvers, a large body of regular troops from the Presidio, accompanied by a complement of light armor cars, rushed from Moon Bay, a comparatively inaccessible spot on the west coast, suitable for invasion, in the space of a couple of hours over a route which under ordinary conditions would have taken a day and a half."

"Concerning the outcome of the experiment, General Sibert said: 'The results of this experiment, which is the first of its kind in the United States, will prove of unusual importance to the officers of the army in their preparedness plans.'"

"I should like to see a general extension of the automobile reserve corps principle in every city of the United States."

"The United States now has practically 2,000,000 automobiles, with the probability that this number will be increased to 3,500,000 before the close of the present selling season."

"If the harness of a board of strategy, these automobiles would form the most effective weapon for offense and defense that can be imagined, capable of transporting 10,000,000 troops to danger points with deadly rapidity."

"Had Germany had but portion of our motor cars she would have pushed her drive through Belgium to Paris before the Allies could have even begun."

"The United States can guard against the fate of Belgium and Serbia by a thorough organization of its available motor car material, now."

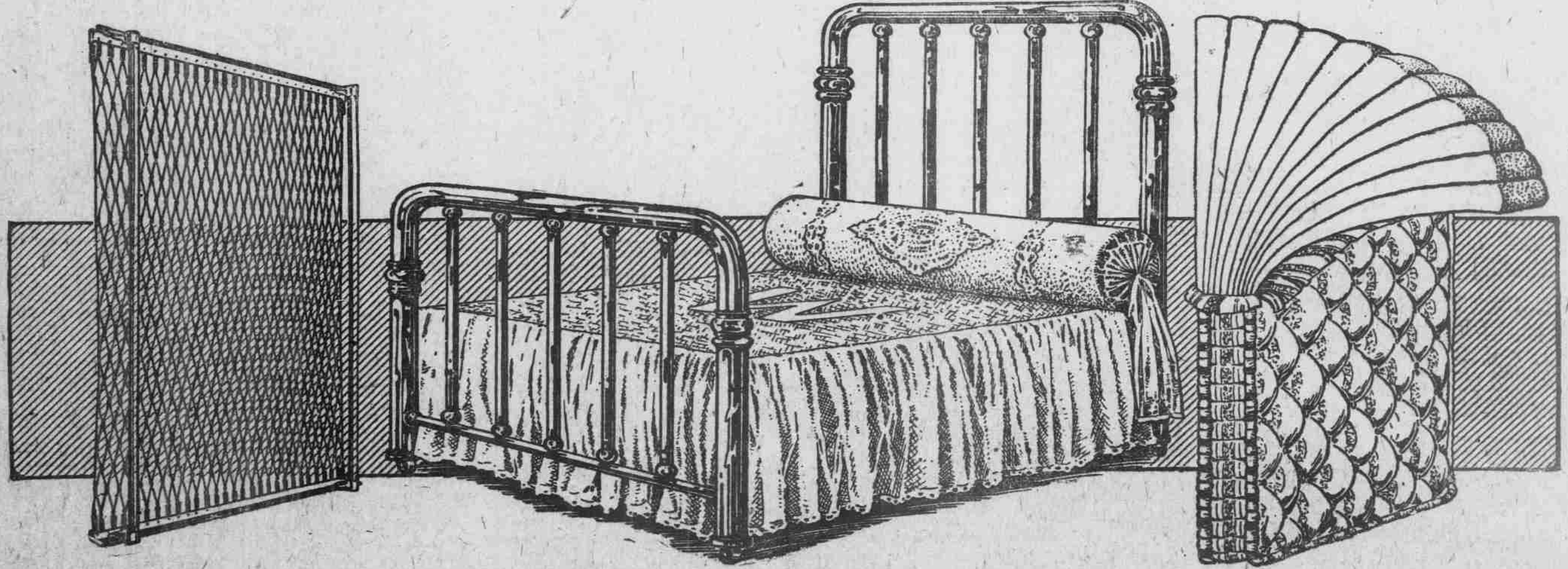
"Every automobile dealer's organization in the United States should

# 2 INCH CONTINUOUS POST BRASS BED OUTFIT

Including Brass Bed, 45 lbs. Cotton Mattress, Link Fabric Spring

## TERMS TO SUIT YOUR CONVENIENCE

\$28.75



## The Brass Bed

A 2 in. Continuous Post Brass Bed with 10 fillers, 5 in the headboard and 5 in the footboard. This is one of the most popular as well as desirable beds in the market.

## The Mattress

Is made of all cotton and weighs 45 lbs. The tick is strong and substantial and is made in two parts which makes turning it over very easy.

COMPLETE HOME FURNISHERS  
**HADLEY'S**  
COR. BROAD + JOHN STS.

## The Spring

of a link fabric with strong supports on each end, making it a most restful spring to use.

## Convenient Credit

## Terms

In spite of this low price for the entire outfit we gladly extend to you our easy payment plan, which enables everybody to own a high class brass bed at a very low price.

## NEW POLICEMEN TO MAKE FIRST APPEARANCE IN MEMORIAL DAY PARADE

(Continued from Page 1.)

may be properly kept. There is a shortage of locker space in all precincts.

At headquarters it is believed that immediate occupancy of the upper floor or attic of the building now occupied as a tuberculosis clinic and bacteriology laboratory will be taken and a big guard room made of it. The floor is admirable for such a purpose. The precincts will present a greater problem for the commissioners because of lack of space.

Among the men retired, all have served the city faithfully for great periods of time, enviable records have been established by each and all have acted heroically to their credit.

Captain George H. Arnold was appointed to the force April 12, 1886, raised to a sergeant in 1895 and to captain in 1905. His record as a detective for more than a quarter of a century has been known throughout the United States.

Captain William Anderson was appointed patrolman June 3, 1873, lieutenant in 1885, captain June 30, 1909. Lieutenant John Quinlivan was appointed patrolman Nov. 15, 1886, sergeant in 1904 and lieutenant in 1913. Detective Sergeant Peter Hackett was appointed patrolman September 22, 1884, sergeant, 1902 and detective sergeant in 1905.

Doorman Edgar B. Fleher was appointed patrolman March 3, 1887, detailed as depot officer in 1905, and doorman in 1907.

Detective Charles H. Lush was appointed patrolman April 4, 1888, doorman in 1913.

The new superintendent of police, John H. Redgate, has been connected with the department since June 3, 1889, when he was appointed patrolman. Previously he was employed by the New Haven railroad and later traveled in the interests of the White Paper Box Co. His rise has been constant in the police service as he was made second sergeant April 6, 1894, first sergeant April 23, 1895, second lieutenant December 31, 1900 and captain June 30, 1909.

It is due largely to his judgment that many of the innovations and details authorized by the late superintendent was placed in force.

Retired.

Police Captain William Anderson on pension of \$800 annually.

Detective Captain George H. Arnold on pension of \$800 annually.

Lieutenant John Quinlivan on pension of \$700 annually.

Detective Sergeant Peter Hackett on pension of \$650 annually.

Doorman Charles Lush and Edgar Fleher on pension of \$600 annually.

Superintendent.

John H. Redgate, 47 Vine street.

New Captains.

Philip T. Blansfield, 64 Lewis street; Charles H. Suckley, 1535 Park avenue; Frederick W. Webb, 141 Bronx avenue.

New Lieutenants.

Edward O. Cronan, 1334 Park avenue; John E. McGirr, 1327 State street; Charles A. Wheeler, 75 Bunnell street; James Walker, 131 Hough avenue; John O'Connell, 33 Drew place.

New Sergeants.

George L. Benedetti, 212 Cottage street; John E. Barton, 155 Catherine street; Anton Herb, 182 Fifth street; Alpheus C. Goulden, 95 Catherine street; John Browne, Jr., 905 Noble avenue; Dennis Kehoe, 1040 Fern broke street; Daniel A. Poland, 280 Catherine street.

Dog and Liquor Agent.

Joseph T. Coughlin, 226 Grove street.

New Doormen.

Wilhelm Landberg, 1441 Transtian

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Dog and Liquor Agent.

Joseph T. Coughlin, 226 Grove street.

New Doormen.

Wilhelm Landberg, 1441 Transtian

avenue; Bernard H. Glennon, 595 Washington avenue.

## Republican Appointees.

William J. Burns, age 25, a clerk, 643 Fairfield avenue.

Robert Connolly, 28, foreman, 382 Park avenue.

Bernard Reynolds, 24, a laborer, 174 Gregory street.

Daniel W. Dunn, 29, a corset cutter, 463 Lafayette street.

Allan Anderson, a carpenter, 60 Nash lane.

Joseph Lengyel, 33, a butcher, 97 Orleans street.

Joseph Ratsenberger, 30, foreman, 22 Waldorf avenue.

Patrick J. Devine, 29, a clerk, 1010 Railroad avenue.

P. Arthur Salmons, 31, a machinist, 740 Transtian avenue.

Charles E. Wakeman, 31, a clerk, 141 Linwood avenue.

John A. Gunzenhauser, 31, a plumber, 5 Hawthood avenue.

Frederick E. Derrick, 34, a carpenter, 66 Carlton street.

Herbert Lee Stowe, 27, a contractor, 74 Jackson street.

John A. O'Brien, 24, a harness maker, 214 Haral avenue.

Stephen L. Kelly, Jr., 28, a chauffeur, 125 Madison avenue.

John H. Matthews, 24, a machinist, 187 Housatonic avenue.

George Grochans, 24, a foreman, 232 French street.

David B. Bibbins, 28, a train caller, 149 Parallel street.

Daniel Fitzroy, 26, a toolmaker, 70 Edna street.

William E. Finn, 32, a salesman, 666 Brooks street.

Samuel F. Hochstetler, 27, a manager, 83 Reilly street.

Robert T. Kamp, 30, a clerk, 108 Barnum avenue.

Milton L. Reed, 34, a silk twister, 282 Nichols street.

William E. Walker, 25, a belt maker, 163 Nichols street.

Thomas L. Minokue, 29, factory worker, 14 Stratford avenue.

Harry Barnes, 27, a gauge maker, 259 Beardsley street.

Frank O. White, 34, a toolmaker, 198 Adams street.

John M. Kilpatrick, 31, railroad foreman, 198 Sixth street.

Frank J. Baruch, 25, a carriage maker, 52 Sherman street.

John B. Dellaca, 32, a foreman, 121 Middle street.

Fred Rosenpenny, 27, a grinder, 575 Shelton street.

Karl J. Gustafson, 28, a surveyor, 884 Hancock avenue.

John W. Erickson, 27, a carpenter, 105 Bassick avenue.

Democratic Appointees

Joseph H. Casparek, Jr., age 27, a stock chaser, 614 East Main street.

John F. Moran, 25, a newspaper reporter, 88 Orchard street.

John J. Brennan, 26, a guard, 208 Colorado avenue.

Lawrence M. McNamara, 34, a secretary, 41 Worth street.

Clarence A. Clark, 32, a machinist, 437 Brooks street.

Lawrence M. Farrell, 26, a machinist, 44 East Main street.

Michael Arnolsky, 26, a clerk, 627 Hallett street.

John F. Lyman, 35, a machinist, 623 Lafayette street.

Eugene L. Cassidy, 35, a foreman, 314 Poplar street.

Charles L. Pans, 34, a barber, 780 Railroad avenue.

John J. Carney, 34, a driver, 52

Fulton street.

John R. Quinlivan, 31, a molder, 252 Black Rock avenue.

Edward J. Flanagan, 30, a mason, 2038 Fairfield avenue.

Thomas F. Meehan, 34, a pattern maker, 1326 Seaview avenue.

Michael H. Noonan, 35, a blacksmith, 405 Madison avenue.

John F. Waterbury, 35, a machinist, 1065 North avenue.

Patrick W. Reilly, 34, a truck assembler, 534 Atlantic street.

Daniel F. McPadden, 31, a machinist, 1214 Barnum avenue.

George A. Fitzgerald, 28, an electrician, 60 Cedar street.

John L. Lynch, 33, a toolmaker, 222 Berkshire avenue.

James Clancy, 35, a drop forger, 98 Gem avenue.

Edward J. Crowley, Jr., 35, a carpenter, 137 Gilbert street.

Thomas H. Flynn, 33, a chauffeur, 733 Grand street.

Thomas M. Connerly, 31, lieutenant of guards, 231 Cedar street.

Charles McCullough, 35, a die grinder, 146 Cedar street.

David E. Miller, 35, a millwright, 606 Broad street.

No Political Affiliation.

Patrick O'Neill, 24, a motorman, 598 Park street.

Edward H. Jones, 31, a carpenter, 73 Center street.

## NINE ARE KILLED WHEN EXPLOSION WRECKS BIG CAFE

Akron, O., May 16.—State and city officials today were planning a searching inquiry into the collapse of the Crystal restaurant here last night, in which nine persons were killed and 23 others injured, two probably fatally.

The restaurant was crowded when it was wrecked, and slid into an excavation on an adjoining lot where a new building is to be constructed.

Searchers completed a hunt of the wreckage early today without finding any more bodies and all of the missing have been accounted for.

State building inspectors will come here today from Columbus to either assist the mayor's investigation or conduct one of their own.

## PIANOS UNDER BAN IN ITALY'S IMPORTS

Rome, May 16.—The cabinet issued orders today prohibiting importation of luxuries and bulky articles which are not of prime necessity, such as pianos and furniture. This step has been taken to remedy the difficulty in securing freightage for government supplies and such common articles of food as is necessary to import.

The government also is considering establishing maximum prices for provisions and making a more extended use of female labor. Other measures to improve the economic and industrial situation arising from the war are being planned.

## POINTS OF INTEREST.

News that every woman in Bridgeport will be glad to hear—E. H. Dillon & Co. will have their 23rd anniversary sale commencing tomorrow. Unheard of bargains in seasonable millinery, shirt waists, silk petticoats, chiffon and mullin neck ruffs, white Iceland fox neck scarfs, ostrich neck scarfs, guaranteed raincoats, white and colored cloth coats, silk awateers. It will pay you to visit this store this week and take advantage of the many money saving opportunities.—Adv.

Farmer Want Ads. One Cent a Word

## JITNEY BUSINESS THREATENED BY COUNCIL ACTION

## Would Keep Buses Off Main Street in Bustiest Hours of Day.

An ordinance adopted unanimously last night by the common council will seriously cripple the jitney business if it is allowed to remain in force. The ordinance provides that on and after June 16 no jitneys may drive in Main street between the hours of 12 and 2 at midday or between 5 o'clock in the afternoon and 7 in the evening, Sundays excepted. The jitneys also forbidden to cross Main street during these hours at any point between State and Congress streets.

This will divert the traffic that now goes through State street over to the East Side. It will stop the jitney traffic in Stratford and Fairfield avenues as the cars are forbidden to cross Main street and cannot make trips without making great detours which will not be profitable.

The ordinance also forbids carrying passengers on the doors, side fenders or windshields. It provides that after the date mentioned the owner of each car carrying five passengers must file a surety bond for \$5,000 with the superintendent of police. Owners of cars carrying seven passengers must file a \$7,000 and those carrying more than seven \$10,000 bond. These bonds are required so that persons injured through carelessness of drivers while riding in the jitneys may recover damages.

No public hearing was held on this ordinance as has been the custom in times past. The ordinance committee asked for a recess and reported the ordinance immediately afterward. It was not read, however, until the long list of routine petitions and resolutions had nearly all gone before the board.

The Bridgeport Jitney Owners' Protective association is taking steps to oppose the ordinance on the ground of its constitutionality. A meeting of the association has been called for tomorrow morning at 8 o'clock, when legal advice will be sought.

## FARM PROPERTY IN GOSHEN DESTROYED BY CHIMNEY FIRE

Torrington, May 14.—Fire destroyed two barns, an ice house, a corn crib and several smaller outbuildings on the old Austin Allen farm, three miles west of Goshen Center, about midnight Saturday. The farm, which is now owned by Aaron Jaffe, is leased by Ellis Baker, who was in Torrington at the time of the fire. Baker's wife and four children and brother Edward, had retired for the night. Edward was awakened by the breaking of glass and found that a fierce fire had started from a defective chimney in the summer kitchen where a fire had been built in the stove Saturday to dry clothes. The occupants were forced to flee from the house in their night clothing. All of the furniture with the exception of the piano and two chairs were destroyed as was also a great quantity of farming implements. The loss is estimated between \$10,000 and \$15,000, partly covered by insurance.

Mayor Mitchell and a number of city officials attended the funeral in New York of W. Holden Weeks, Deputy Fire Commissioner.

## Our Query and Reply Department

Will you kindly state the cause of the war with England in the year 1812?

The prime reasons for the war of 1812, as given in the president's war message to congress, were:

1. The imprisonment of our seamen. 2. British cruisers harassing our shipping along the American coast. 3. Extended blockades of the European coast, by which American ships had been plundered on every sea. 4. The orders in council.

What is the curriculum or general course of study at West Point Military academy? How long is it, and how about vacations?

The course of instruction requires four years. The principal subjects are mathematics, English, French, drawing, drill regulations of all arms of the service, natural and experimental philosophy, chemistry, chemical physics, mineralogy, geology, electricity, history, international